APPENDIX

PUBLIC AND PRIVATE SECTOR POLICY GUIDELINES FOR THE FINANCING OF CAPITAL FACILITIES AND UTILITIES

A. Issue Statement and Policy Resolution

If the Dulles North planning area were developed as outlined in this plan, two key questions would be raised:

1. What would the County need to spend in order to support development in Dulles North with a full complement of essential public facilities and utilities?

2. How does the County propose to pay for these expenditures?

Residential development in Dulles North may range from 11,600 to 29,200 dwellings. Thus, the necessary public facility requirements to support these dwellings will accordingly vary greatly. Table 1 provides an estimated cost profile in 1985 dollars of one possible scenario, based on a density of 3.3 dwellings per acre, and based on the assumption that 10,800 single-family detached houses, 10,800 townhouses and 2,400 apartments and 43,000 jobs would be located in the planning area.

Table 1, page 92, reveals that supporting private development with all the necessary public facilities and utilities will require very substantial expenditures. The current and projected operational funding capabilities of the County, the Virginia Department of Highways, the Northern Virginia Regional Park Authority and other public agencies are and will be insufficient to provide private development with all the public facilities and utilities identified in this plan. However, major delay in the provision of such facilities and services would seriously hamper the marketing, sales and revenue projections of the private development sector. Consequently, the County anticipates that the development community will cooperate with the public sector in the provision of public facilities and utilities identified in this plan.

Table 1 illustrates the unit cost for each new residential dwelling for education, fire and rescue, schools, and other public costs. This type of information allows the County to carefully review the potential fiscal impacts of a residential development proposal on the community in which it would be located and on the whole County. New residential projects need to provide their fair share of funding to assist in providing these public facilities if such facilities are to be created in a timely fashion.

TABLE 1[28]				
AREA CAPITAL FACILITY AND UTILITY COSTS				
Item	Total Cost	Total Res. Cost	Unit Cost Per Dwelling	%
Education	$164,209,000	$164,209,000	$6,840	74
Government	13,937,000	11,707,000	490	5
Judicial	8,278,000	6,209,000	260	3
Fire Rescue	3,367,000	1,884,000	80	--
Library	9,388,000	9,106,000	380	4
Recreation	22,381,000	22,381,000	930	10
Sanitary Landfill	8,585,000	6,604,000	280	3
Subtotal	$227,862,000	$222,100,000	$9,260	100
Sewage Treatment[29]	$43,354,000	$30,967,000	$1,290	
Roads[30]	$143,125,000 (+ land for road r-o-w)	$71,525,000 (+land for road r-o-w)	$3,000 (+ land for road r-o-w)	
Total	$414,341,000 (+ land for road r-o-w)	$324,592,000 (+land for road r-o-w)	$13,550 (+land for road r-o-w)	

The proffer system made available through the rezoning process provides developers with a mechanism to provide funding which will assist in meeting the public facility and service needs of Table 1 which their projects generate. The County further anticipates private sector assistance in the provision of necessary public facilities and utilities such as fire/emergency rescue stations or roads from developers of nonresidential/ employment uses. The extent of such assistance is

28 Table 1 is reproduced from a memorandum dated August 12, 1985 from Richard Calderon and Milton Herd, to Philip A. Bolen: *"Capital Costs Associated with Development of the Dulles North Planning Area."*

29 The costs here represent just the construction of the sewage treatment facility for Dulles North and assume that the Blue Plains wastewater treatment plant will lack the capacity to serve the planning area. The costs of building major sewer trunk lines are not included nor is land acquisition since these costs are shared by developers in the private sector.

30 Public road construction and funding is the responsibility of the Virginia Department of Transportation.

expected to be a factor of the public facilities and utilities needs generated by each nonresidential/employment project.

The County anticipates that the balance of these public facilities costs will be borne out of the operational revenues, user charges and debt service funds of the various public agencies.

B. Policies

1. The County anticipates that the provision of public facilities and utilities in the Dulles North planning area will be a joint effort on the part of the public and private sectors.

2. The County will consider development community proposals of cash and in-kind assistance in the provision of needed and mandated public facilities identified in the adopted Comprehensive Plan.

3. The County expects that proposals of public facilities and utilities assistance by residential developers would be in conjunction with their requests for development approval of residential dwelling densities above this plan's adopted density base of 1.6 dwelling units per net acre.

4. To assist the County in an equitable and uniform evaluation of developer proffers and other proposals for densities above a reasonable base of 1.6 dwellings per net acre which otherwise conform with this plan's policies, the County will establish the following guidelines:

    a. Developer assistance valued at 20% of capital facility costs and 10% of major road costs per incremental dwelling unit above the base density of 1.6 dwelling units per net acre would merit additional density of up to 0.4 dwellings per net acre for a maximum density of 2.0 dwelling units per net acre.

    b. Developer assistance valued at 25% of capital facility costs and 15% of major road costs per incremental dwelling unit above the previously reached density of two dwelling units per net acre would merit additional density of up to 0.4 dwellings per net acre for a maximum of 2.4 dwelling units per net acre.

    c. Developer assistance valued at 30% of capital facility costs and 20% of major road costs per incremental dwelling unit above the previously reached density of 2.4 dwelling units per net acre would merit additional density of up to 0.4 dwellings per net acre for a maximum density of 2.8 dwelling units per net acre.

The County will also consider two categories of density increments associated with the provision of major roads and residential density transfer. These incremental densities may be applied at levels a., b., or c.

d. Developer assistance valued at 30% of capital facility costs and 100% of major road costs per incremental dwelling unit would merit a density increment of up to 0.6 dwellings per net acre.

e. A density increment of up to 0.6 dwellings per net acre would be granted in return for developer evidence of participation in land conservation efforts associated with transfer of development density.

   The number of incremental transfer units or credits will be determined by the County's TDR overlay district regulations. Until such regulations are adopted, the standards set forth in the Rural Land Management Plan will apply.

5. The County will fund the balance of the capital facility and utility expenditures and the operational service expenditures associated with them according to existing countywide fiscal policies adopted by the Board of Supervisors on December 17, 1984 or as subsequently amended.

TABLE 2

WORKSHEET EXAMPLE

AN EXAMPLE OF PROPOSED DENSITY/PROFFER RATIOS ON A HYPOTHETICAL TRACT OF LAND OF 800 NET DEVELOPABLE ACRES

The worksheet below traces one possible density/proffer option between a developer and the County regarding a hypothetical tract of land in the Dulles North area. The County first granted the developer a base density of 1.6 dwellings per net acre or 1,280 units and was subsequently proffered $688,000 for an additional 320 units. In succeeding negotiations the County was proffered $883,840 and $1,079,680 in return for 640 additional units. This brought the overall density to 2.8 dwellings per net acre. The developer lastly offered to purchase 240 TDRs valued at $1,200,000 and to place $2,305,600 in the County's Road Trust Fund in return for 400 bonus dwelling units.

The worksheet scenario thus concludes with the developer obtaining 2,880 dwelling units or a density of 3.6 dwelling units per net acre in return for a proffer package valued at $6,157,100.

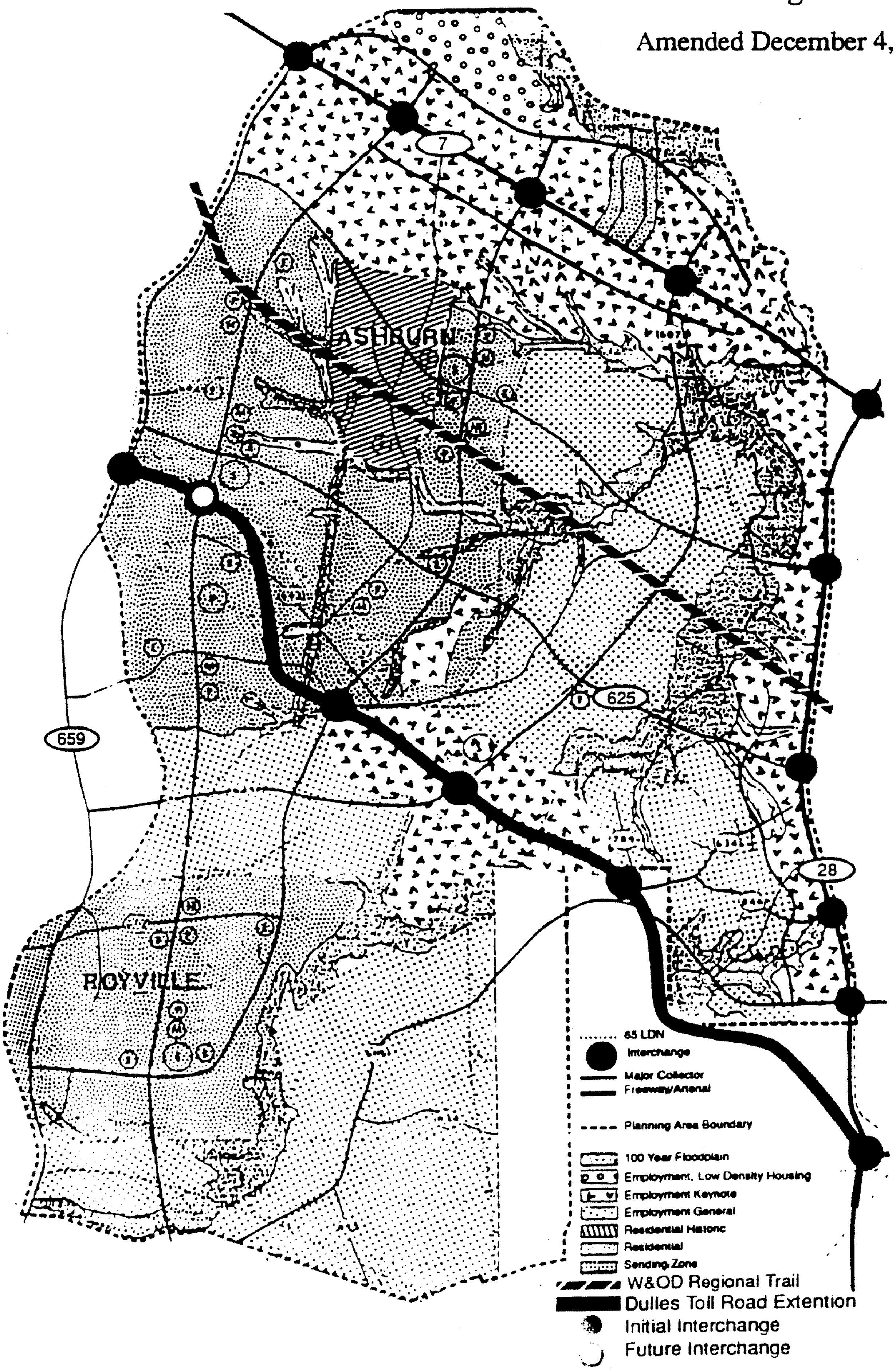
Additional Units	Total Units	Increment Per Lot	Additional Proffer	Cumulative Proffer	Average Proffer Per D.U.
Base 1,280 1.6 d.u./ac.	1,280	0	0	0	0
a. 320 1.6-2.0	1,600	$1,851 facil. $293 roads	$688,000	$688,000	$430
b. 320 2.0-2.4	1,920	$2,314 facil. $448 roads	$883,840	$1,571,840	$819
c. 320 2.4-2.8	2,240	$2,776 facil. $598 roads	$1,079,680	$2,641,520	$1,184
Roads 400[31] 0.5	2,640	$2,776 facil. $2,988 roads	$2,305,600	$4,957,120	$1,878
TDRs 240[35] 0.3	2,880	$5,000[32]	$1,200,000	$6,157,100	$2,138

31 While the plan makes provision for a maximum of 0.6 d.u./ac., in the example of the Road Trust Fund is assigned 0.5 d.u./ac. and TDR is assigned 0.3 d.u./ac.

32 A TDR is assumed to be valued at $5,000.

Dulles North
Area Management Plan

Amended December 4, 1990



ROUTE 7 CORRIDOR PLAN

LEESBURG PIKE LOUDOUN COUNTY

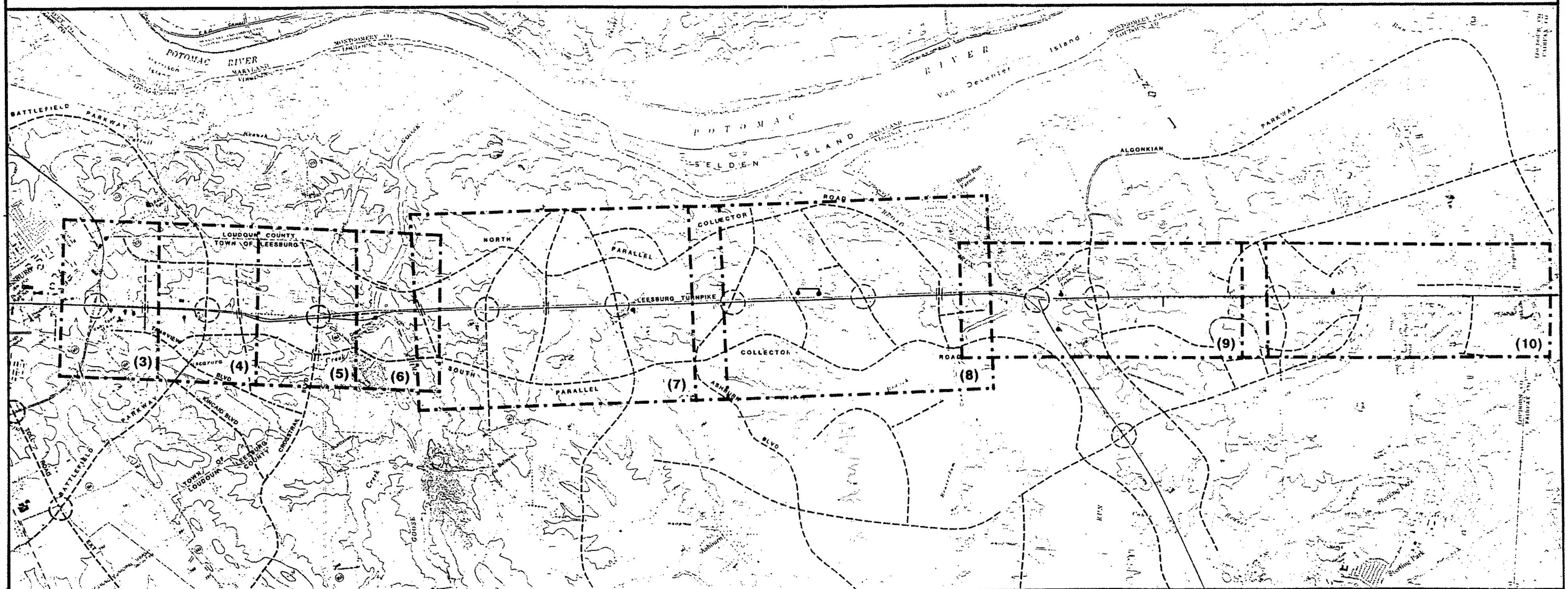
FROM: INTERCHANGE ROUTE 7 & 15

TO: LOUDOUN – FAIRFAX COUNTY LINE

Virginia Department of Transportation

Prepared by: Transportation Planning Division With assistance from the Town Of Leesburg and Loudoun County Planning Departments

FEBRUARY 1990

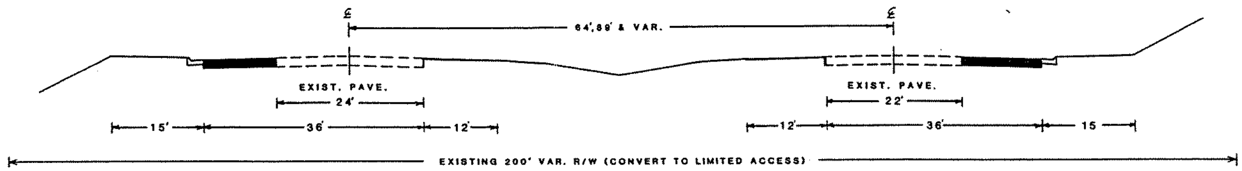


CONCEPT PLAN SUBJECT TO CHANGE

PROPOSED TYPICAL SECTIONS
ROUTE 7 CORRIDOR PLAN

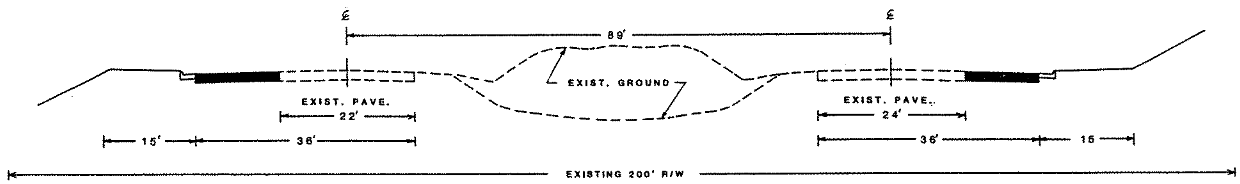
FR: INTERCHANGE ROUTE 7 & 15

TO: ROUTE 28 INTERCHANGE



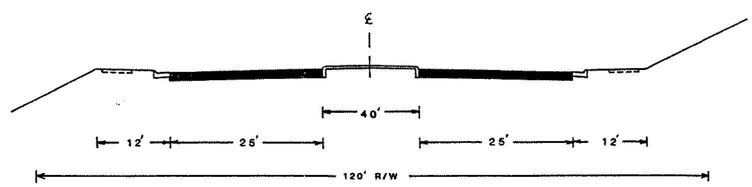
FR: ROUTE 28 INTERCHANGE

TO: LOUDOUN-FAIRFAX CO. LINE



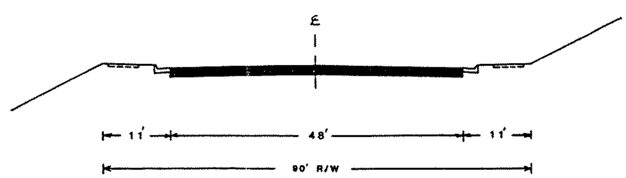
PARALLEL COLLECTOR ROADS AND

NORTH/SOUTH COLLECTOR ROADS

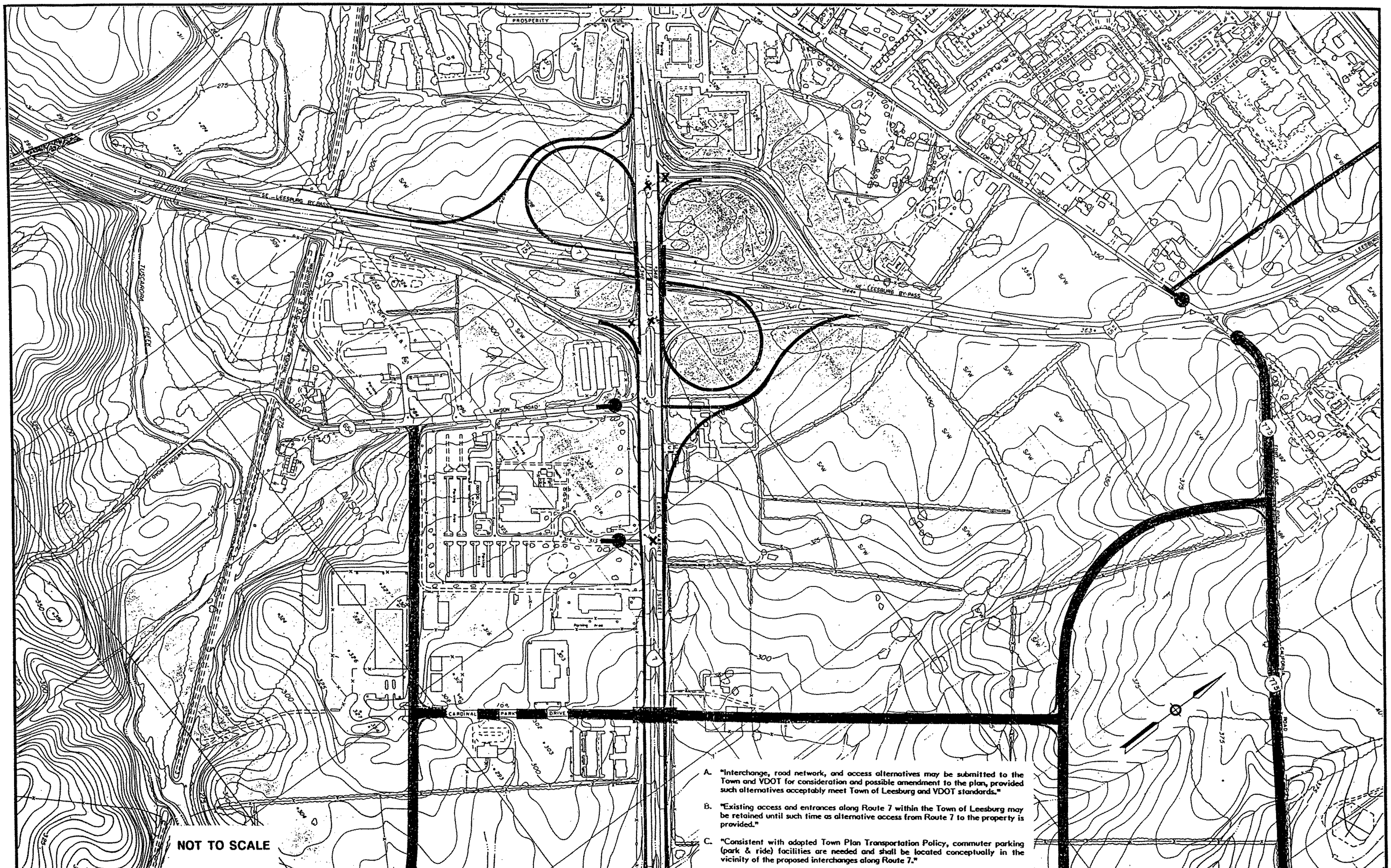


NORTH/SOUTH CONNECTOR ROADS AND SERVICE ROADS

(width, including number of lanes, may vary)



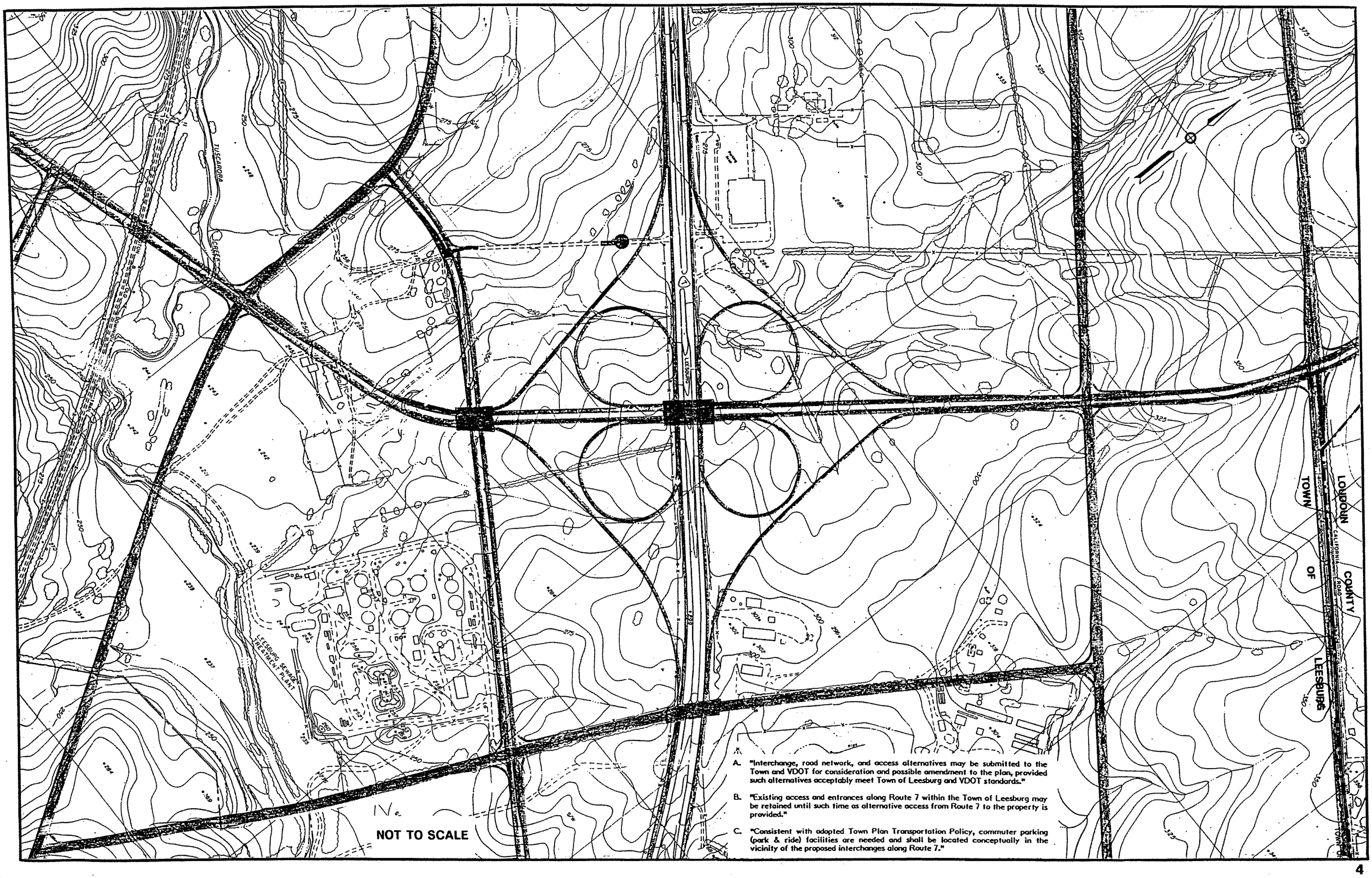
SEPARATE TURN LANES MAY BE REQUIRED AT MAJOR INTERSECTIONS



A. "Interchange, road network, and access alternatives may be submitted to the Town and VDOT for consideration and possible amendment to the plan, provided such alternatives acceptably meet Town of Leesburg and VDOT standards."

B. "Existing access and entrances along Route 7 within the Town of Leesburg may be retained until such time as alternative access from Route 7 to the property is provided."

C. "Consistent with adopted Town Plan Transportation Policy, commuter parking (park & ride) facilities are needed and shall be located conceptually in the vicinity of the proposed interchanges along Route 7."



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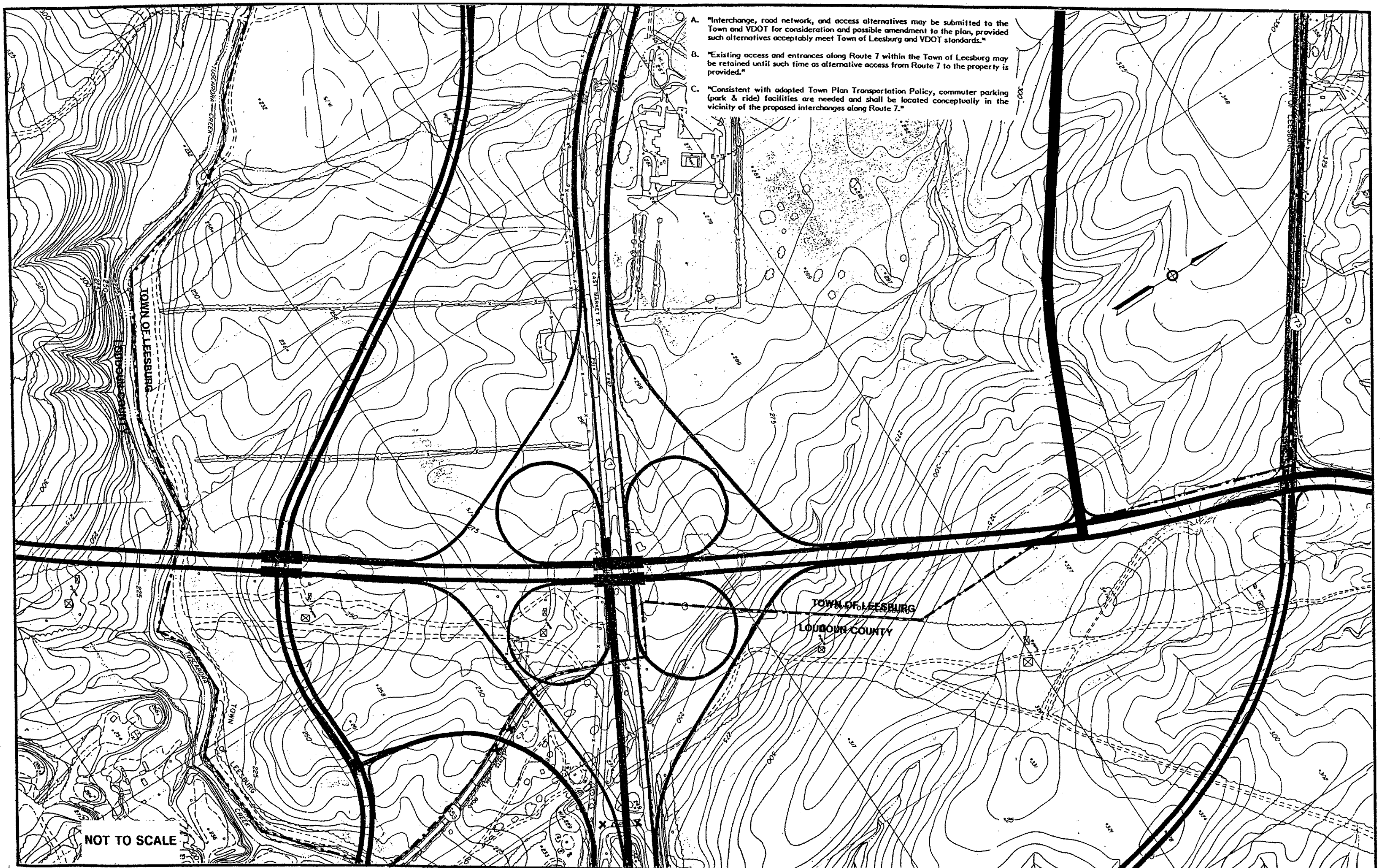
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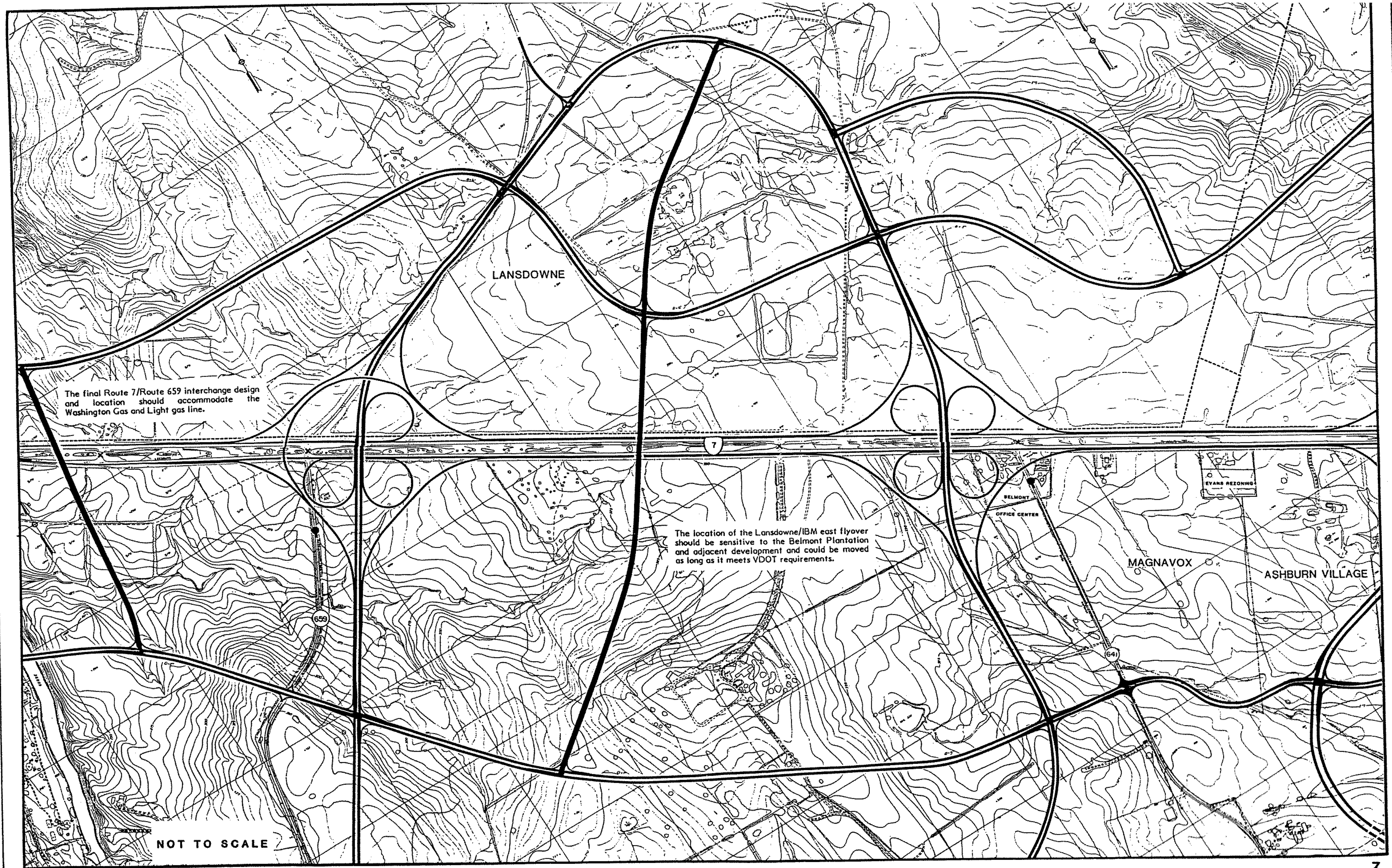
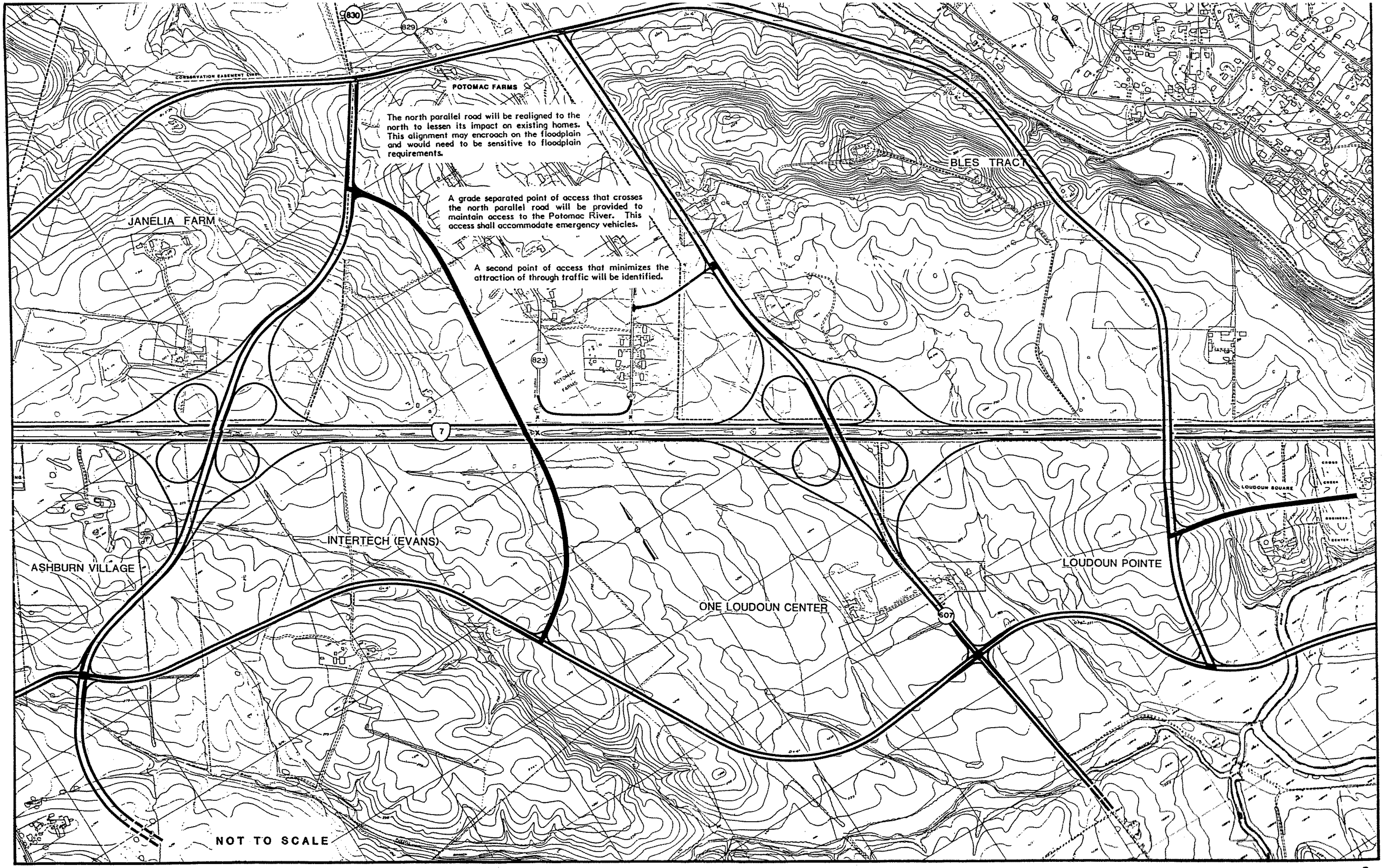
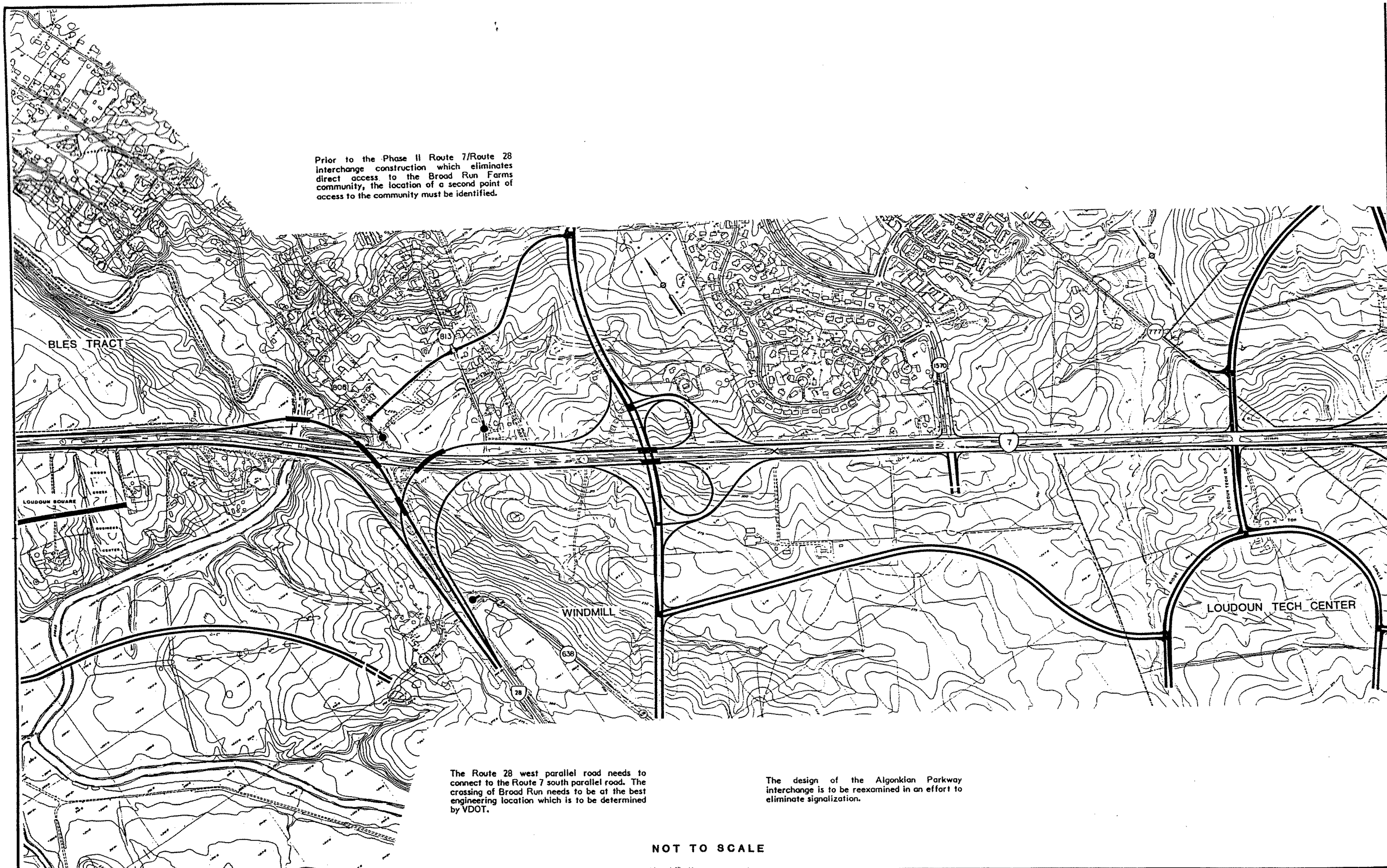
TOWN OF LEESBURG
LOUDOUN COUNTY
TOWN OF LEESBURG
LOUDOUN COUNTY
EAST MARKET ST
TUSCARORA CREEK
TOWN OF LEESBURG
NOT TO SCALE

"The County endorses the continuation of a limited access condition for Route 7 east to the Leesburg Corporate Limits. The future of the Route 653 access will be addressed jointly with the County of Loudoun, the Town of Leesburg and the Virginia Department of Transportation."


The final Route 7/Route 659 interchange design and location should accommodate the Washington Gas and Light gas line.
LANSDOWNE
7
659
The location of the Lansdowne/IBM east flyover should be sensitive to the Belmont Plantation and adjacent development and could be moved as long as it meets VDOT requirements.
BELMONT
OFFICE CENTER
EVANS REZONING
MAGNAVOX
ASHBURN VILLAGE
641
NOT TO SCALE


830
829
POTOMAC FARMS
The north parallel road will be realigned to the north to lessen its impact on existing homes. This alignment may encroach on the floodplain and would need to be sensitive to floodplain requirements.
A grade separated point of access that crosses the north parallel road will be provided to maintain access to the Potomac River. This access shall accommodate emergency vehicles.
A second point of access that minimizes the attraction of through traffic will be identified.
JANELIA FARM
BLES TRACT
823
7
ASHBURN VILLAGE
INTERTECH (EVANS)
ONE LOUDOUN CENTER
607
LOUDOUN POINTE
NOT TO SCALE

Prior to the Phase II Route 7/Route 28 interchange construction which eliminates direct access to the Broad Run Farms community, the location of a second point of access to the community must be identified.



The Route 28 west parallel road needs to connect to the Route 7 south parallel road. The crossing of Broad Run needs to be at the best engineering location which is to be determined by VDOT.

The design of the Algonkian Parkway interchange is to be reexamined in an effort to eliminate signalization.

NOT TO SCALE

For the north service road, alignment adjustments and buffering should be used, at the site plan stage, to minimize impacts on residential areas and the lake.

NOT TO SCALE